

ARMY AND NAVY CHRONICLE.

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CONGRESSIONAL DOCUMENT.

NAVY YARD NEAR NEW YORK.

NAVY DEPARTMENT,
December 10, 1836.

SIR: In obedience to the resolution of the House of Representatives of the 3d of June last, directing the Secretary of the Navy "to ascertain, as far as practicable, and to report to the House, during the first week of the present session, the practicability of establishing a navy yard at or near Great Barn island, in the straits called the East river, which connects Long Island sound with New York bay; also at Perth Amboy and Jersey City, in the State of New Jersey; the comparative advantages and disadvantages of those sites, and the site of the navy yard at the Wallabout, on Long island, for the purposes of a navy yard; the expense of erecting the works recommended by Colonel Baldwin, at the Wallabout, according to the plan prescribed by that engineer; the expense of a dry dock at each of the above positions; the expense of purchasing the necessary quantity of land, and erecting buildings of equal convenience with those now owned by the United States at the Wallabout; and the probable amount for which the lands, buildings, and other property of the United States at the Wallabout, might be disposed of, if offered for sale," I employed Loammi Baldwin, Esq., the distinguished engineer, under whose superintendence the dry docks at Boston* and Norfolk were constructed, to make the examinations of the subjects embraced in the resolution.

These examinations have been made by Mr. Baldwin and his associates, with great labor and care. And I beg leave to submit a copy of his report to this Department, of the 17th of October last, together with the schedule, plans, and drawings, referred to in the same, as containing the information called for by the resolution.

I have the honor to be, sir, with great respect, your obedient servant,

MAHLON DICKERSON.

To the honorable THE SPEAKER
of the House of Representatives.

Schedule of papers accompanying the report of the Secretary of the Navy of 10th December, 1836, to the House of Representatives, in answer to the resolution of the House of 3d June, 1836, respecting a site for a navy yard near New York.

1. A copy of Colonel Baldwin's report, of 17th October, to Secretary of the Navy.
2. Plan of soundings, &c., Wallabout bay, for a dry dock, navy yard, Brooklyn.
3. Plan of survey and soundings at Jersey City.
4. Plan of survey and soundings at Perth Amboy.
5. Plan of survey and soundings at Great Barn island.
6. Statement of amount expended for United States' yard in Brooklyn.

CHARLESTOWN, October 17, 1836.

SIR: I had the honor to receive your letter of June 16, in due course of mail, enclosing a resolve of the House of Representatives in Congress, passed June 3, 1836, and, agreeably to your request, I now present the result of the survey and examination pursuant thereto.

The resolve is in the following words: "*Resolved*, That the Secretary of the Navy be directed to ascertain, as far as practicable, and to report to this House, during the first week of the next session, the practicability of establishing a navy yard at or near Great Barn island, in the straits called the East river, which connects Long Island sound with New York bay; also, at Perth Amboy and Jersey City, in the State of New Jersey; the comparative advantages and disadvantages of these sites, and the site of the Wallabout, on Long island, for the purposes of a navy yard; the expense of erecting the works recommended by Colonel Baldwin, at the Wallabout, according to the plans presented by that engineer; the expense of a dry dock at each of the above positions; the expense of purchasing the necessary quantity of land, and erecting buildings of equal convenience with those now owned by the United States at the Wallabout; and the probable amount for which the lands, buildings, and other property of the United States, at the Wallabout, might be disposed of, if offered for sale."

Immediately after I had the pleasure, of meeting you in New York, on the 13th of July, and conferring upon the several duties contemplated by the resolve, I proceeded, after having obtained the necessary assistants, to sound the water and survey the ground at Great Barn island, at Jersey City, and at Perth Amboy.

GREAT BARN ISLAND.

1. Great Barn island contains about 230 acres of pretty high, uneven ground, having many loose stones and boulders, with a ledge on the side next to Hellgate, at the south angle of the island, in Little Hellgate channel, and probably under the whole island. Four roads or avenues are laid out upon it, nearly at right angles, one side of which is 1,725 feet long, and the other 1,425 feet, embracing a quadrangle of 56 acres. On these avenues are marked, at several places, the heights in feet above high-water level, by which you can form an opinion of the height and unevenness of the surface.

On the northeast side is the channel called Little Hellgate, separating it from Little Barn island, about 400 feet wide in the narrowest place, with the soundings laid down, in the plan No. 1, in feet, corrected from the level of high water, and the tide here and round the island is about five feet. This channel is full of rocks or ledges, so that nothing but boats and small craft can safely pass, and with great difficulty, owing to the strong current which always prevails in one direction or the other, except at the moment of turn of tides.

Harlaem river passes down on the northwest side, with water sufficiently deep for ships of war, from the mouth of the river to the head of East river, at Graves's point. There is from 26 to 30 feet of water here, at low tides, at most places more than 300 feet wide, and in some a little less, with what appears good anchoring ground. From Graves's point, on the New York side, to Hallet's point, opposite, on Long island, nearly in the direction of a line of soundings run on the plan, may be called the head of East river. Vessels going from East river into the channel leading to Harlaem river, on the northwest side of the island, must pass up round Graves's point, by the deep bend, and Bernare's point, as far as the mouth of Harlaem river, and

perhaps up that river, for vessels drawing less than 20 feet, to lie at good anchorage. So vessels of war, coming down from the sound, must pass through Hellgate, by Hallet's point, into the East river, and then up by Graves's point, into this anchorage, in the same manner.

The passage into it from the sound, through a part of Hellgate channel, and between Mill rock and Barn island, is wide and deep enough; but the currents here are so great and irregular, that it appears to me too critical and dangerous, especially in light winds, for the approach to a navy yard.

Hellgate is on the southwest side of the island. It has a rocky bottom throughout, and some points of the ledge, as may be noticed on the plan, form dangerous reefs on both shores, parts of which are covered at high, and left bare at low water. Other points rise above high water, and form islands of rock. The currents here, in either direction, are very violent and irregular, and the time of tranquil water, at the change of tides, is but momentary, as well as in Little Hellgate channel, on the opposite side of the island. Nothing like a navy yard, dry dock, or other permanent structure, for the use of the navy, can be established in either channel.

On the southeast side of the island, the water from the sound to Hellgate is deep enough, but too narrow for the use of the navy; and though the current in both directions is strong, it is regular. But the opposite shore, on Long island, is too high and steep for the required purpose, having no marsh or low ground, nor shallow water, or flats, to dispose of the waste earth coming from the excavation incident to the convenient structures required at a navy yard. The same is the case on the Barn island side.

The only place where it is practicable to establish a navy yard, "at or near Great Barn island," is on the northwest side, either on the island or at the New York side, between Graves's point and the mouth of Harlaem river. On the island, the land rises high, with a narrow strip of marsh between it and the edge of the water, which deepens very suddenly, so that there is no room to fill up and dispose of the earth excavated, which would be desirable for the judicious establishment of the appropriate buildings.

On the New York side of the channel, from the lower point of the great bend up to the mouth of Harlaem river, is more favorable ground. This is principally marsh land, bounded by high ground and ledge between Graves's point and the Third avenue; thence by the Third avenue, crossing the creek, to high land, which extends at the westerly end of this tract to Harlaem river. There is some upland within this boundary and the channel, extending from the avenue to Bernare's point, on which is the pleasant residence called the Red House; but it is all low, and workmen were engaged in digging it about four or eight feet deep, and carting the earth to fill up the marsh, and make it into saleable lots. On this whole surface there is no convenient upland from which to fill the marshes and creeks, or the wharves necessary to extend to requisite depths for ships of war, or for landing; and all constructions for navy purposes must be founded on piles. Towards Harlaem river a better site may be found, but the depth of water is wanting. It is evident, in examining the plan, that in the line of soundings at the mouth of the river there is here scarcely room for a ship of the line to pass, and from this place down to Bernare's point the channel for a 74 is only about 200 feet wide, the narrowest place being against the mouth of the creek. Thence there is sufficient water to Graves's point, against which there is from 100 to 110 feet depth.

In 1827, an act passed the Legislature of New York, entitled "An act to incorporate Peter Embury and others by the name of the 'Harlaem River Land Company,' to open a navigable canal through Spitemduyvel creek and Harlaem river, from the Hudson to the East river." On the 13th of May, 1836, an act to amend and extend the foregoing was passed, and the surveys preparatory to the execution of the work were in hand when I was engaged there. This canal might be of service, if a navy yard be established here, in supplying lumber, &c. from the North river. A considerable quantity of ice in Harlaem river, which has its outlet almost entirely through this channel, would produce serious inconvenience to ships lying here, when it breaks up in the spring. About twenty years ago a bridge was built from New York to the island, nearly in the direction from A to B, which was carried away by the ice two or three years subsequently, and the remains of one of the piers are still found in the channel.

The strong currents in opposite directions, which are always found here both in flood and ebb tides, are great impediments to boats passing in any of the waters round the island, more especially in Hellgate, which I experienced in several instances during the examination. My assistants were greatly impeded by them, and the process of taking accurate soundings, as they are run on the plan, was very slow. They were delayed several days in this part of the labor, for the only period when they could be taken at all was for a short time at or near the turn of tide.

JERSEY CITY.

The site for a navy yard at Jersey City is preferable to the one at or near Great Barn island, but many natural difficulties are found here. The line upon the plan No. 2, from A, at the end of the wharf on a continuation of Hudson street, to B, at Hoboken, is 6,520 feet, or more than a mile. The soundings, as marked on the plan, are taken, as before, in feet, corrected from high water, and the average rising of the tide is five feet. All the space within this line and the shore is shallow, there not being more than five or six feet water at full sea over nearly the whole of it. The bottom is mud, and, as I was informed, by an intelligent gentleman at Jersey City, rock is found in some places at 30 or 40 feet depth. You will perceive that this line passes over pretty deep water at the south end, and so on about half way, to a little beyond the line of the old wharf, which we examined when there last year. The wharf, about 980 feet long, was left in an unfinished state several years ago, and has so remained ever since; and at the end there is eight feet of water at low tide; and 300 feet from the line, towards Hoboken; the line passes over water too shallow for any purpose of a navy yard. From this line the water gradually deepens eastward to the channel of Hudson river, which is near New York city, so that wharves must be necessary for a length of 1,200 feet from it, for the convenient approach of the largest ships. This distance is marked on the plan at several places where the soundings were made. From various points of the line westward to the shore, the distances are marked also in the same manner, some of which are above 2,000, others only 1,200 or 1,300 feet. The exposure to the north and northeast winds, and to the floating ice in the Hudson, where it is a mile wide at least, are, as appears to me, sufficient objections to this situation.

Ice must be expected in almost any position which may be chosen for a navy yard in this neighborhood; but the great width of the river, and the long reach above open to the northerly blasts, are difficult-

ties which may be obviated in other places not mentioned or contemplated in the resolve. The shallow cove or bay within the aforesaid line may, most of it, be filled, and good firm ground obtained to a sufficient extent for the use of the navy; but all the buildings in convenient positions must be founded on piles; and it has occurred to me, that to secure the establishment in the most protected situation will be to place it under cover of the high land of Hoboken. About 80 or 100 acres, at the least, should be provided, of good land, or easily formed to build upon. This area of only 80 acres will be equal to a square having 1,866 feet on a side, and such a site is shown by the dotted line adjoining the hard land and marsh under Hoboken, rather than at the south end next to Jersey City, which will be much more exposed. At the south of the navy yard established as above indicated, the flats may be excavated by dredging machines, and a wet basin formed, from which an entrance to dry docks placed in the southerly part of the yard may be effected. I was informed by several gentlemen in Jersey City, that the ice was driven by the northwest winds over to the New York side, so that they often experienced little difficulty on their side of the river. But the north and northeast winds must of course produce a contrary effect. The great objection is, to place a navy yard safely at the mouth of any, especially a large, stream, where the ice must always come to the sea after much friction backwards and forwards by the alternation of tides. This is remarkably the case here, and at the mouth of Harlaem river, near Great Barn island. There is but one course for masses of floating ice of both rivers, which is to the sea in one direction, occasionally checked or driven back by the flood tides. On the other hand, the floating ice at the Wallabout sometimes goes out to sea through the sound, in flood tides; at others, is driven out at ebb through New York bay; and the natural consequence is, that the ice at the Wallabout is much sooner driven away than at Jersey City or at Great Barn island.

PERTH AMBOY.

There is good ground here on the south side of the town, and water enough for the convenient establishment of a navy yard, as you will perceive by the soundings in plan No. 3, which, like the others, are corrected from high water; but, unfortunately, there is no access to it for ships of war, either through Staten island sound from New York bay, or by the north end of the island from Sandy Hook. Upon examining the channel in the sound, I find a broad, shallow place, extending from the island towards Jersey shore, nearly in a direction to the northerly side of the entrance to Newark bay, where there was only five or six feet, and towards Jersey shore no more than ten feet water at the deepest place, and that depth only for a narrow channel.

Lieut. Gedney, now engaged on the coast survey, was employed in the neighborhood of New York while I was there upon this duty. He confirmed this fact; and steamboats are obliged to take a direction close upon the Jersey side, to avoid the shoal extending from the island; and I have known them go aground, as they often do, at this place. The passage from New York bay, for any vessel of war, to Perth Amboy, through Staten Island sound, is therefore impracticable. The other passage to Perth Amboy from Sandy Hook, through Raritan bay, round the northerly end of Staten island, is very wide, but too shallow. Here there is but about fourteen feet water at low tide; the tide being, as usual, about three feet, as I take the depth from the soundings furnished through the kindness of Lieut. Gedney. These circumstances render it useless to say

any thing further as to Perth Amboy for a navy yard.

2. The comparative advantages and disadvantages of Great Barn island and Jersey City, as sites for a navy yard, compared with that already established at the Wallabout, I think, are chiefly the following:

First. The best building ground "at or near Great Barn island" is upon the New York side; and at Jersey City on the marsh or muddy flats; where all constructions at both places will require piling, the depth of which will probably vary according to the precise position that may be chosen. For the reasons given in my report to you last year, on the 13th of June, I have no doubt that it is quite feasible to construct a dry dock at the Wallabout, or at the other two places; the difficulties, however, will depend upon the nature of the ground and the bottom, which I did not examine at Barn island or Jersey City with the requisite details I had before done at the Wallabout.

Second. At all the places, a great deal of earth will be required to make a convenient yard for the public service. At Barn island there is little upland earth attainable for the purpose, but there is more at Jersey City; and at the Wallabout there is a great quantity within the enclosure on the high land where the commandant's house stands; enough, probably, for completing that yard on the plan I proposed last year. But in all these cases earth may be brought in boats from a distance.

Third. The advantage of approaching either of the three sides is in favor of the Wallabout, where there is a strong but regular tide, with deep water quite to the present quays or wharf, to which vessels of any size may come either up or down the East river, and in any state of the tide. The access to the wharves at a navy yard on or near Great Barn island will be only in one direction, whatever may be the tide, and that is through the critical pass from the East river, in a violent and distracted current, close by dangerous rocks, to which ships, in light or variable winds, will be exposed at all times, especially in ebb tides. Exposure to ice, too, will be greater here from Harlaem river than at the Wallabout; and at Jersey City, in addition to the trouble of ice, the deep water is far out from the shore, requiring long wharves to convenient berths for seventy-fours and frigates, which are not necessary at the Wallabout. An easy access for all vessels is an indispensable requisite for a navy yard; and I consider that of Barn island dangerous; that of Jersey City inconvenient and troublesome; whilst that of the Wallabout is at all times open and convenient, in either direction, while it is much less embarrassed with ice than either of the others.

Fourth. The works recommended at the Wallabout in my report last year were, the quay-walls to enclose the mud island called the Wallabout, the wet basin, and the dry dock. The quay-walls on two sides were to be on the boundary line of the yard. On that side next the main channel of East river, and towards New York, from E to B on the plan of May, 1835, the wall was two thousand feet long, in water generally twenty feet deep at low tide; and on the other side, which is the east boundary, the wall was to be from B to C sixteen hundred feet in the Wallabout channel, where there is deep water, most of the distance, close along the quay-wall. On the third side the wall was to form, part of the way, a curved line upon a radius of seven hundred feet. Here it was to form one side of the curved wet basin, and on the other to be filled in with earth, and to be raised to a convenient height above the flats for yard room. Almost all the wet basin to be made of the Wallabout channel is already deep, and would require little expense, by dredging, to make

it sufficiently so for the largest ships to lie in with out grounding. From this basin, an opening from the converse side was to be made into the dry dock. Hence all these works, in my opinion, taking into consideration their extensive usefulness, can be made at less expense than similar works at Barn island or Jersey City.

Fifth. As both the proposed new sites are on the main land, and the navy yard at Wallabout is on Long island, it may be supposed that the two former may have the advantage over the latter, in regard to security in time of war; but this circumstance is of little consequence.

Government is now constructing strong and expensive fortifications at the Narrows, on Sandy Hook, against a naval attack from the sea; and at Throg's point, against an enemy from the sound; and the city of New York, as well as all places within these points, will be fully protected. In case of war, troops in any number can be encamped on Long island, in almost any convenient position, as a general rendezvous during the war, or for a temporary defence against this danger. Besides, the communication across East river, by steamboats, &c. is so very easy from the city of New York, that it would seem unnecessary and unwise to erect permanent fortifications, when a moveable force, to any extent, can be promptly thrown upon the island, if one be not previously stationed there. Indeed, my impression is, that, under the defences of Throg's point and the Narrows, the city of Brooklyn and the Wallabout are quite as safe as New York.

3. The cost of a dry dock, I have learned from experience, is wholly out of your reach by the ordinary calculation in detail. They are so different from ordinary structures, and so new in our country, that it would be unsafe for Government to confide in an estimate made with the greatest care. The closest calculations can never be so safe for your present purpose, as that of taking the mean cost of the two docks already built at Boston and Norfolk.

The dry dock at Boston, including all expenses, cost	-	-	-	\$677,089 78
The dry dock at Norfolk, including all expenses, cost	-	-	-	962,459 19
Total, - - -	-	-	-	\$1,639,548 97
Mean, - - -	-	-	-	\$819,774 48

Both docks were founded on piles, at each of which more than four thousand were used in the foundation, and the same number would probably be required for a dock of the same size at each of these sites. The character of the excavation would undoubtedly vary in all of them, from that of either of the two already constructed; what that difference would be it is impossible to calculate, though it would probably be small. The difference of \$285,369 41 arose principally from the stone work, which cost much more at Norfolk than at Boston. Hence you cannot assume safer data, than I or any other engineer, I believe, can furnish, than \$820,000, for the cost of a dry dock at either site in question.

4. I am unable to furnish a definite answer to the fifth subject of inquiry embraced in the resolution, which is, the expense of purchasing the necessary quantity of land, and erecting buildings of equal convenience with those now owned by the United States at the Wallabout. I made free inquiries upon this point, but I learned that the land was held at a high price at Barn island and at Jersey City, at each of which much would depend upon the location and the quantity desired. The nature of the ground for the purposes of a navy yard varies considerably, and

the choice of a spot would have great influence upon the value, and as I could not enter into particulars with any one, I thought it imprudent to excite expectations that would prejudice the question of price, should either site be eventually adopted. Besides, on my survey and examination, I found the circumstances of the ground and water to be such, that I thought it most probable the advantages of the old navy yard at the Wallabout were so apparent that Government would abandon it for neither.

5. The amount already expended by the United States for land, building, and other works in the navy yard at the Wallabout, including the hospital, is \$936,030 60, according to a schedule furnished by the naval constructor, Mr. S. Hart, aided by the clerk in the commandant's office, a copy of which is herewith presented. This schedule embraces the gradual progress of constructions of every kind since the establishment of the navy yard here, and is the result of great labor and careful investigation of the official books, records, and papers.

The amount for which they could be disposed of, if offered for sale, could not be more than a tenth of what they originally cost; and this must depend, in a great measure, upon the title which the United States have to the land within the limits of the yard, which is of two kinds. A part of the yard is upland, bought by the United States, in which they have a fee; and the other, much the largest part, they hold by lease, or have a conditional grant from the city or State of New York, for the use of a navy yard only; and, when they cease to use it for this purpose, it reverts to the original lessors or grantors. It is a question, therefore, which I cannot decide, whether all the buildings and other improvements thereon do not go with the land, or revert also to the original lessors or grantors, and the Government, of course, do not lose all they have expended. This portion is east of the dotted line drawn on the plan of 1835; and the part to which the United States have an undoubted fee is west of it. It is not pretended that this line is accurately the boundary between these two kinds of estates, for it would be very difficult to fix such a line now, after the character of the ground has been so materially changed since the establishment was commenced; but it is nearly correct, and sufficient to show the buildings which are the absolute property of the Government, as separated from those on land to which their title may be doubtful.

The land where the hospital is situated was bought by the Government, separated from, but near to, that of the navy yard. This will sell, with the buildings and improvements, for as much, and probably more than they have cost.

The buildings on their ground, within the navy yard, as nearly as I can ascertain from the accompanying schedule, and the cost of land and buildings, are as follows:

1. Original cost of navy yard ground	\$40,000 00
2. The commandant's house	17,146 87
3. Marine barracks and quarters	25,000 00
4. Cost of old brick store, 200 by 40 feet	20,000 00
	<hr/> \$102,146 87

<i>Hospital.</i>	
5. Original cost of ground	\$7,500 00
6. Hospital, &c.	46,767 25
7. Appropriated for walls, docks, &c., in progress of expenditure	16,500 00
	<hr/> 70,767 25
	<hr/> \$172,914 12

The whole amount expended	\$936,030 60
Of which they would reserve all expended in the hospital	\$70,767 25
And a quarter of expenditures on their own ground in the navy yard	25,536 72
	96,303 97

Balance lost to the United States, probably, by defect of title	\$839,726 63
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All which is respectfully submitted,
By your obedient servant,
L. BALDWIN.

The Hon. MAHLON DICKERSON,
Secretary of the Navy.

Statement showing the amount expended for the United States navy yard in Brooklyn.

1. Original cost of navy yard ground	\$40,000 00
2. Commandant's house	17,146 87
3. Marine barracks and quarters	25,000 00
4. Cost of old brick store, 200 by 40 feet	20,000 00
Incidental expenses in yard buildings, timber sheds, sail loft, stalls and sheds, &c.	64,787 77
Building docks, launching slips, &c.	55,024 21
Gun blocks	40,000 00
Filling in yard	42,187 69
Building and completing ship house No. 1, 260 by 140 feet	67,469 43
Six brick storehouses, 180 by 40 feet	19,251 68
Ship house No. 2, 260 by 120 feet	35,464 50
Blacksmith's shop, 103 by 53 feet	7,500 00
Repairing gun blocks	3,836 44
Boat house, brick, 200 by 40 feet; gun-carriage shop, brick, 103 by 53 feet; timber shed No. 1, brick, 200 by 60 feet	30,993 84
Two moving blocks, each 40 by 40 ft.	2,816 88
One timber shed, No. 2, brick, 300 by 60 feet; one timber shed, No. 3, brick, 300 by 60 feet; one timber shed, No. 4, brick, 300 by 60 feet; one timber shed, No. 5, brick, 300 by 60 feet	89,734 89
One mast house, brick, 250 by 80 feet	30,720 34
One barrack for ordinary, brick, 35 by 40 feet	2,331 09
Three brick storehouses, 3 stories high, 66 by 48 feet	8,642 29
One cooper's shop, 103 by 53 feet	6,883 81
Brick wall on Navy street, 540 feet	8,895 72
Masting shears, muster office, flag staff, belfry, and timber launching place	7,470 17
Stone wall on northwest boundary	14,834 95
Building and extending wharves, bridge wharves, &c.	47,308 81
Timber dock	25,825 23
Value of seamen's labor employed in navy yard, from 1807 to 1836	45,000 00
Amount appropriated for 1836 for improvement, and balance on hand of former appropriations, which is in a rapid progress of expenditure	106,136 74
	\$865,263 35

Hospital.

5. Original cost of ground	\$7,500 00
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6. Hospital building, &c.	46,767 25
7. Amount appropriated for building walls, dock, &c., in progress of expenditure	16,500 00
	70,767 25
	\$936,030 06

August, 1836.

PILOTAGE.

The following abstract of the laws of several of the States, regulating pilotage, which we copy from the New York American, was compiled by JOSEPH BLUNT, Esq., Counsellor at Law, and forms part of an extended and elaborate Commercial Digest, upon which he is now engaged.

ABSTRACT OF THE PILOT LAWS OF THE SEVERAL STATES.

NEW HAMPSHIRE.—Pilots for the Piscataqua river are appointed by the Governor and Council. They have power to appoint substitutes, and also deputies, who must be approved of by the Governor. The pilots and their deputies give bonds in the sum of one thousand dollars, and also take an oath for the faithful performance of their duties. Pilots must take charge of vessels drawing nine feet or more, except coasting and fishing vessels, and show to the masters their warrants and lists of fees.

The cruising ground of pilots is from the Ragged Neck, in Rye, to southwest of Portsmouth harbor; thence, easterly, to the Middle ground, between the islands of the shoals and the harbor's mouth, and as far as the easternmost of the Sisters; and the branch pilots and each of the deputies must always keep a suitable boat in good repair.

Masters bound out of the port may take their vessels to sea without a pilot, and pay no pilotage; but vessels inward bound must pay half pilotage if they refuse to take a pilot, unless the vessel be within the light-house before a pilot offers; in which case no pilotage is due, if the pilot be not employed. The Governor and Council fix the fees of pilots, and hear complaints against them, and suspend or remove them for misconduct. Pilots are liable for all damages sustained through their neglect or want of skill. (Act June 18, 1805.)

MASSACHUSETTS.—The Governor, with the advice of the Council, appoints pilots for the several harbors, except for Boston, where two commissioners of pilots are appointed, and New Bedford, where five commissioners are chosen. These commissioners appoint the pilots for Boston, New Bedford, and Fairhaven. The pilots give bonds in the sum of two thousand dollars for the faithful performance of their duties, except for Newburyport and New Bedford, where the penalties are five hundred and one thousand dollars. For Boston, Salem, and Newburyport, pilots are appointed only upon the recommendation of the Marine Societies, respectively, of those towns. The appointing power may revoke the appointments, and may suspend, at their discretion.

The pilots for Boston must render, quarterly, an account of the fees received by them, and must pay to the commissioners five per cent. of the amount received. The five per cent. they are authorized to add to the pilotage established by law. The fees of the pilots in Massachusetts are set forth in their respective warrants, and all vessels, except fishing vessels, coasting vessels of less than two hundred tons, and vessels trading between ports within the

State, are bound to employ pilots or pay full pilotage, unless no pilot offers before vessels have arrived within the following limits, *i. e.* within the chops of the harbor of Salem, Marblehead, or Gloucester, within the Gurnet of Plymouth harbor, or within any bar of a barred harbor; or within the entrance of Boston harbor, being a line drawn from Harding rocks to the Outer Graves, and thence to Nahant head. In such case the master may refuse to employ a pilot, and the vessel pays no pilotage.

The penalty for piloting a vessel in or out of Boston harbor, without being licensed, is fifty dollars for each offence.

The pilots are assigned as follows: The pilots for Salem and Marblehead cruise from Nahant rock to Norman's Woe; the Gloucester pilots, from Norman's Woe, round the Cape, to Chebacco bar; the Newburyport pilots, from Chebacco bar to the Isle of Shoals; the Plymouth pilots, from the highlands of Marshfield to Cape Cod; the Nantucket pilots take charge of any vessels bound over the shoals. Each of the pilots are bound to keep one decked boat in good order, and a sufficient number of row boats. One of the decked boats for the port of Plymouth must be stationed in that harbor, two in Salem harbor, two in Marblehead, one in Gloucester, one in Sandy bay, four at Gay head, four at Holmes's hole, and two at Edgartown; and they are bound to cruise on their respective pilot grounds at all times when the weather permits. If a vessel sustain any damage through the negligence or unskilfulness of the pilot, he is liable for all damages, and also to be removed.

For vessels drawing more than nine feet of water, bound in or out of New Bedford harbor, the pilotage is two dollars per foot for all vessels inward bound, and one dollar per foot for vessels outward bound. When a vessel, bound into New Bedford or Fairhaven, has a pilot on board not commissioned for that port, and a commissioned pilot comes on board, the non-commissioned pilot must surrender the vessel, and receives for pilotage as follows: if the vessels have arrived in the upper harbor of New Bedford, he receives full pilotage; if into Tarpaulin cove, at anchor, one-half; if through Quick's hole, into Buzzard's bay, two-thirds; if within a line drawn from the south part of Noman's land to Seconnet point, one-fourth; if within a line drawn from the Hen and Chickens to the light-house at Cuttyhunk, three-fourths; if within a line drawn due east and west across the north part of the Great ledge, seven-eighths; and these amounts are to be deducted from the sums that would otherwise be due to the warrant pilots. If a vessel bound into New Bedford harbor decline to receive a warrant pilot, she is liable to pay half pilotage. Any person piloting vessels through Vineyard sound, over Nantucket shoals, to her port of destination in Boston bay, or eastward thereof, is entitled, from the 1st of November to 31st of March, for vessels of less than eleven feet water, three dollars and fifty cents per foot; between eleven and fourteen feet, four dollars per foot; more than fourteen feet, four dollars and fifty cents per foot; and from the 1st of April to the 31st of October, on each of the above classes, one dollar per foot less. If the person acting as pilot be landed between Cape Ann and Portsmouth, he is entitled to five dollars more; and if to the eastward of Portsmouth, ten dollars. This, however, does not apply to cases where there is a special contract. Fishing and coasting vessels are not liable to pay pilotage to the New Bedford pilots.—(R. S. part 1, tit. 12, chap. 32.)

PENNSYLVANIA PILOTS.—Pilots for Philadelphia

are appointed by a board of wardens, after examination; and there are three classes of pilots—the first for vessels of any description, the second for vessels drawing twelve feet of water and less, the third for vessels drawing nine feet of water and less. The licenses are only in force one year, but are renewable by the pilots, unless good reason exist for refusing.

Thirty dollars penalty is incurred by any person not licensed piloting a vessel to or from Philadelphia. Before they can obtain a license, the first class of pilots must serve an apprenticeship of six years, the second class five years, and the third class four years, and must have conducted a square-rigged vessel twice up and twice down the river, under the inspection of the master. They must also give bond, with security, in the sum of five hundred dollars, for the faithful performance of their duties. Pilots neglecting or refusing, for two weeks, to act, forfeit their warrants; also, if they combine to prevent other persons from performing their duty as pilots.

If the number of pilots necessary for the port be reduced by disease or otherwise, so as to occasion much inconvenience to the trade of the State, the wardens, or any three of them, may grant certificates to such persons as they may find qualified to act as pilots, for six months, renewable, if occasion require it, subject to the like rules as other pilots.

The pilot who first offers himself to any inward-bound vessel is entitled to take charge thereof, if his license authorize him to pilot a ship of such draught of water; and, if required, he exhibits his license to the master of such ship. And if the draught of water be greater than he is licensed to carry, he may, nevertheless, with the consent of the master, take charge of such ship until a pilot duly qualified offer; and if such qualified pilot offer before such ship shall have passed Reedy island, he must be received; and the former pilot is entitled to pilotage according to the distance he may have conducted such ship, and the latter to the residue, which is ascertained by the master warden. And the master of such ship must display the signal for a pilot until a pilot duly qualified offer; and on refusal or neglect so to do, or to receive a pilot duly qualified, the master, owner, or consignee of such ship pays the wardens half pilotage, to the use of the society for the relief of distressed and decayed pilots.

In all cases when extraordinary services have been rendered by any pilot, the board of wardens, if the parties cannot agree, determine the compensation for such services.

The pilot must inform the master of every vessel he conducts to the port of Philadelphia, of the rules and regulations necessary in reporting at the warden's office.

The master of any outward-bound vessel must remain twenty-four hours, after his arrival at the capes, to give the pilot an opportunity to be taken out; and on refusal, if it can be done without endangering the vessel, the master must pay to such pilot, his executors, &c., a sum not exceeding eight hundred dollars.

If any first-rate pilot, having a boat attending him, be carried to sea in any ship, contrary to his inclination, by stress of weather, or other unavoidable accident, the master, owner, or consignee, must pay him the wages the master receives, until his return to the capes, or in case of his death, while absent, to his executors, &c., to the time of his death; a second-rate pilot, the same wages as the first mate receives; and a third-rate pilot, the same wages as the seamen receive—but not having a boat attending, then half the said wages.

If any inward-bound vessel, having a pilot on board, be prevented by ice, or other cause, from proceeding to the port of Philadelphia, and compelled to proceed to any other place not in the river Delaware or bay, he receives full pilotage, as if he had conducted the vessel to the port of Philadelphia, and eight cents for each mile he travels to his place of abode.

Two dollars a day are allowed to the pilot of each ship compelled to perform quarantine; and the pilot cannot be discharged in less than six days without his consent.

The license of each pilot is fifty cents, for the support of the wardens' office.

The compensation to pilots for conducting vessels from Philadelphia to the capes of Delaware, or from the capes to Philadelphia, is for every half foot of water which any inward bound vessel draws under and up to twelve feet, \$1 33; outward bound, \$1; for every half foot of water which such vessel draws more than twelve feet, \$1 67; outward bound, \$1 33; and he also receives, over and above the said sums, for every vessel not being registered or owned (1) in the United States, the sum of \$2 67; and for conducting all ships or vessels to or from Philadelphia, between the 20th day of November and the 10th day of March, inclusive, the additional sum of \$10. No pilot can receive any reward for any supernumerary inches under under six; if any pilot be detained by any master, owner, or consignee, or by the ice, he is entitled to \$2 per day.

Pilots' compensation for conducting dismantled or crippled vessels, in anywise injured, so as to occasion extraordinary care or trouble, is double what they would otherwise be entitled to, of which the board of wardens judge.

Every vessel arriving from or bound to any foreign port or place, and every vessel, of the burden of seventy-five tons or more, sailing from or bound to any port or place not within the river Delaware, is obliged to receive a pilot. The master, within thirty-six hours after the ship's arrival, must report her name, draught of water, and the name of the pilot. When outward bound, the same, under \$60 penalty on neglect; half pilotage on refusal or neglect to take a pilot, unless no pilot offered before she reached Reedy island; or, in case of an outward-bound vessel, no pilot could be obtained for twenty-four hours after being ready for sea. (2)

When any inward-bound vessel, having a pilot on board, is detained by ice, and is conducted by him to a place of safety, the master of such vessel, after being detained forty-eight hours, may discharge his pilot, and the pilot receives full pilotage, as if he had conducted the ship to the port of Philadelphia; and if detained more than forty-eight hours, he receives two dollars a day for every day he is so detained.

Misbehaviour may be punished by the wardens, after a hearing, either by fine or suspension, and the owner also has a right of action for damages.

Pilots must report within forty-eight hours after arrival, to the wardens, the name of any vessel piloted by them to Philadelphia, and the number of persons on board, under the penalty of twelve dollars.

If any pilot, endeavoring to assist or relieve any vessel in distress, suffer loss or damage in his boats, sails, tackle, rigging, or appurtenances, the master, owner, or consignee of such vessel, must pay the value of such loss or damage, to be ascertained by the board of wardens.

The board of wardens are entitled to six cents per ton on every vessel clearing out at the port of

Philadelphia, which may be recovered of the owner or consignee. (3) This duty is applied first to pay the salaries of the wardens, and the residue to improve the navigation of the Delaware.

MARYLAND PILOTS.—A board is constituted for examining and appointing pilots for Chesapeake bay, whose warrants, which are under the seal of the board, are for one year only. The pilots give bond with sureties in five hundred dollars for the faithful discharge of their duty, and are divided into three classes—the first class for vessels of any draught of water; the second class for vessels not exceeding twelve feet; the third class for vessels not exceeding nine feet. Every pilot, or his company, must keep a decked pilot boat of twenty-six feet keel, under the penalty of one hundred and fifty dollars for every vessel piloted, and the name of the boat must be painted in large letters on her stern, and mainsail, and foresail.

Any person acting as a pilot, without a warrant, forfeits one hundred and fifty dollars, and is liable for all damages. Any person, however, may aid or conduct a vessel in distress, but he must surrender his charge to the first pilot coming on board, and he is then entitled to half pilotage.

No more than six pilots can be partners, under the penalty of two hundred dollars each.

The board of examiners make rules for the government of pilots, and may break or suspend them, and a pilot acting as pilot while broke or suspended forfeits one hundred dollars.

Masters of vessels drawing nine feet or more of water, inward bound, must receive the first pilot offering below the Horse Shoe, and must keep him unto the first port of discharge, or pay half pilotage. When outward bound, they must take a pilot to the capes, or pay half pilotage to the first applicant.

Vessels following a vessel having a pilot on board, pay half pilotage.

A pilot cruising or standing out to sea must offer his services first to the vessel nearest the land or in most distress. If a pilot refuse to go on board a vessel when required as a pilot, he forfeits one hundred dollars, and is liable to suspension. Pilots must show their warrants to masters when offering their services, or forfeit ten dollars, and also a copy of the act when receiving their pilotage, under a penalty of twenty dollars, and if required, sixty dollars.

A pilot losing a vessel through negligence is liable for damages, and is incapacitated from again acting as pilot. If he run a vessel ashore, he loses his pilotage, and is also liable for damages if done through carelessness.

Pilotage—From sea to Baltimore, \$4 per foot.

From Baltimore to sea, 3 "

From the mouth of the Potomac to Georgetown, and vice versa, 20 per cent. in addition, and so in proportion for any less distance, which is to be fixed by the board of examiners. During December, January, February, and March, American vessels sailing to or from Baltimore pay one dollar per foot in addition to the above rates, and foreign vessels from prohibited ports pay one-third more. (4.) If the vessel touch at Hampton roads, except forced in by stress of weather, the pilot is entitled to twelve dollars for piloting in, and ten dollars for piloting her out of the roads. If she touch at Annapolis, except from the same cause, the pilot is entitled to three dollars for each day he is detained. If detained at quarantine, two dollars per day. If the master require his attendance at a particular time and place,

(3) April 2, 1804, and March 20, 1811.

(4) Act 1818.

(1) Act April 2, 1804. (2) March 29, 1803.

the pilot is entitled to four dollars for each day he is detained by the master's not being ready, and if attending upon request of the master, with his boat, he is entitled to eight dollars per day.

Foreign vessels must take a pilot if one offers, or pay full pilotage, and they pay one-third more than American vessels. Pilots receiving or demanding more than lawful pilotage, forfeit fifty dollars. If a pilot be carried to sea against his inclination, he is entitled to receive as follows:

1st class pilots, \$30 per month, if his boat be in attendance; otherwise, \$20 per month.

2d class, \$24 per month, or 16 "

3d class, 20 per month, or 12 "

and if his boat be ready to take him off, and the same can be safely done, the master must pay him, in addition, three hundred dollars.

A pilot refusing to aid a vessel in distress in the bay, or within eighteen miles of either cape, is rendered incapable of again acting as pilot.

A pilot is entitled to a reasonable reward for aiding a vessel in distress, but all contracts between masters of vessels in distress and pilots are void.

Every pilot must have one white apprentice on board, and no person can obtain a warrant until after having served three years in the business of pilot in Chesapeake bay.

No pilot can undertake to pilot a vessel into a port in Virginia, unless such vessel be below the Horse Shoe, and no Virginia pilot offer to pilot her. The Maryland pilot must also give up the vessel, in such case, without any charge, to the Virginia pilot, who offers to take charge of her. This provision, however, is operative only in case the Virginia Legislature makes a similar regulation as to vessels bound to the ports of Maryland. (5)

Persons employing their vessels as pilot boats, without being licensed, incur a penalty of fifty dollars for each offence. (6)

VIRGINIA PILOTS.--Five examiners are appointed to grant branch warrants for pilots, who must be white men. The examiners are appointed by the county court or the municipal magistrates of the town where a vacancy occurs, and they are sworn to execute their duties impartially.

The pilots give bond, with security, in the sum of five hundred dollars, for the faithful performance of their duty; and they are divided into three classes--the pilots of the first class having the power to pilot vessels of every description; those of the second, only vessels drawing twelve feet of water or less; and those of the third, vessels drawing not more than nine feet.

Non-residents are not allowed to act as pilots, unless they are Maryland pilots who obtain a branch under the Virginia laws.

Branch pilots must keep at least one sufficient boat of not less than 18 feet keel, under the penalty of \$150; and the name of the boat and port must be marked 10 feet below the head of her foresail, in letters 9 inches long.

No more than four pilots can be in partnership, under the penalty of \$100 each.

No person can officiate as a pilot, without a branch, under the penalty of \$30, unless assisting a vessel in distress. In that case, he delivers the vessel up to the first pilot coming on board, and receives half pilotage.

Apprentices, properly qualified, may act with a copy of their master's branch, in the same capacity as their master.

(5) Act Nov., 1803. (6) Act of 1818.

Any pilot first boarding a vessel may conduct her into Hampton roads, York river, or Mobjack bay. There pilots qualified for the different ports where she is bound, take her in charge.

Masters are obliged to take the first pilot offering below the Horse Shoe, or to pay him full pilotage to the first port; coasting vessels drawing 9 feet water pay only half pilotage on refusing.

Pilots cruising or standing out to sea must offer their services first to the vessel nearest the land, or in most distress.

Vessels having no pilot, and following one having a pilot, pay half pilotage.

If a pilot or his apprentice lose a vessel by negligence or misconduct, the pilot may be suspended six months, besides being liable for all damages. A pilot, upon meeting a vessel, must inquire into the health of her crew, and if he find her liable to perform quarantine, he must direct her to follow his pilot-boat to the nearest quarantine ground, and there inform the superintendent of her arrival, under penalty of being suspended two months. For this he receives an extra fee of \$7, to be paid by the master, and if he be decoyed on board, and be obliged to perform quarantine, he is allowed \$3 per day.

Masters must receive pilots, when offering, to take their vessels to sea; but coasting vessels drawing only nine feet water, may refuse upon paying half pilotage.

Pilots refusing, when requested to go on board a vessel to pilot her, may be suspended by the board of examiners, besides being liable to all damages.

When a coasting vessel needs a pilot to conduct her into a port, he hoists a signal for a pilot, at his foremast or foretopmast head, and the pilot must then repair on board, and the masters have the same remedy for neglect of duty by the pilots. Consignees and supercargoes are liable for pilotage, and the pilot may make out a bill of his fees, and obtain it through the collector, who is authorized to demand the same before clearing the vessel.

PILOTAGE RATES.

	American vessels in foreign trade.	Coasters.
	per foot.	per foot.
From sea to Hampton road,	\$12 00	\$6 67
Hampton road to sea,	7 50	5 00
Hampton road or Sewell's point to--		
Norfolk or Portsmouth,	88	50
Sleepy hole or Look Out,	1 03	61
Pagan creek,	88	50
Jamestown,	1 94	1 21
Martins Brandon,	2 12	1 33
Flower de Hundred,	2 25	1 42
City Point or Bermuda Hundred,	2 87	1 83
Four Mile creek,	3 48	2 21
Osborne's,	3 87	2 50
Warwick,	4 34	2 81
Richmond,	4 63	3 00
On York river--		
From sea to Yorktown,	12 00	10 00
Back river or Egg island to--		
Yorktown,	6 00	5 00
Yorktown to sea,	7 50	6 67
Westpoint,	1 33	81
Cumberland,	1 63	1 00
Highest landing on Pamunkey river,	2 07	1 25
Shepherd's,	1 47	92
Meredith's, Moor's, or the highest landing on Mattaponi.	1 97	1 19
Cape Henry to any river on Mobjack bay,	12 00	10 00
Mobjack bay to sea,	7 50	
From the Capes to Urbanna,	15 00	13 33

From Urbanna to—		
Sea,	12 00	10 00
Tappahannock,	1 40	83
Naylor's hole,	1 38	81
Leeds or Micou's,	2 13	1 29
Port Royal,	2 97	1 83
Fredericksburg,	3 70	2 29
From sea to Piankebank,	15 00	13 33
Piankebank to sea,	12 00	
From Cape Henry to Smith's point,		
in South Potomac,	25 00	20 00
And going out between same		
places,	20 83	16 67
From Smith's point to—		
Coan or Yeocomico,	74	50
Machodack,	84	58
Upper Machodack,	1 12	81
Nangomy,	1 37	1 00
Boyd's hole,	1 47	1 08
Quantico,	1 58	1 21
Occoquan,	1 78	1 29
Piscataway,	2 10	1 58
Alexandria,	2 48	1 89
Eastern branch,	2 62	2 00

And the same fees, by the foot, on their return.

Foreign vessels pay one-fourth more.

From Cape Henry to Hampton roads, vessels of war above 50 guns, pay \$20, between 50 and 20 guns, \$15.

From Cape Henry to Yorktown, vessels of 50 guns and upwards, pay \$24; between 50 and 20 guns, \$18.

From Cape Henry to Mobjack, pay \$25.

From the Cape to Smith's point, \$45; and the same prices back.

Pilots waiting in attendance after the time appointed for their attendance, receive \$1 75 per day, and the same when outward bound and detained in Hampton roads after a fair wind for going to sea. Masters not intending to go to sea may, however, discharge their pilots in Hampton roads.

When attending with their boats upon a vessel, at the request of the master or owner, pilots are entitled to \$7 per day. When carried to sea, pilots are entitled to the same wages as the mate of the vessel. If a vessel be first boarded within the capes, the pilots are only entitled to half pilotage to Hampton roads.

Pilots must carry a copy of the pilot laws, and must produce the same when required by masters. If they exact more than their legal fees, they forfeit double the sum received. (1)

HARBOR MASTERS.—Harbor masters are appointed by the county and corporation courts, and have authority to regulate where vessels shall lie, and to dispose of their spars, &c. so as not to obstruct the navigation, &c.

Disobedience to such regulations is punishable by a fine of \$50. Harbor masters, on their part, are liable to a fine of \$50, if they neglect to direct where vessels shall be moored longer than 24 hours after their arrival; and, also, liable for all damages sustained. They must also attend to the unmooring and to the remooring of vessels driven from their stations, and are allowed half fees for such services. The fees for square rigged vessels are \$2, schooners and sloops \$1, and for bay or river craft 25 cents. (2)

NORTH CAROLINA PILOTS.—Pilots are appointed by the commissioners of the respective ports, who

(1) Act Feb. 10, 1819.

(2) Feb. 16, 1819.

grant them branches for those ports which contain the pilotage fees. They also have power to fine pilots £100. Any person undertaking to act as a pilot, without a branch, forfeits £100; (1) for Cape Fear river, £20; but any person may pilot a vessel in danger, or leaky, into Brunswick. The pilots give bonds, with two sureties, in the sum of £250, for the faithful performance of their duties. (1)

Pilots seeing a vessel on the coast, with a signal for a pilot, or firing guns for assistance, must go on board. By neglect or refusal, a penalty of £20 is incurred; (2) and they may also be removed by the commissioners. (3)

By refusing to attend on board a vessel in port, after notice from the master or consignee, a penalty of £5 is incurred for each and every day's delay of the vessel. (1)

Masters refusing a pilot either in Cape Fear river or in or out of its inlets, or when bound into Ocracoke inlet, with vessels exceeding 40 tons, (2) must pay full pilotage to the pilot refused. (1)

The bar pilots for Cape Fear river must keep a good spyglass in the pilot boat. (3)

The bar pilots take vessels over the bar to and from Fort Johnson, and the river pilots take vessels to Wilmington and back again to the fort. (4)

The pilots for the bar and the river inlet must keep as many good decked boats, sufficient for tempestuous weather, as may be ordered by the commissioners. (3)

Each pilot must keep one, and may keep two, apprentices, who may be authorized by the commissioners, to pilot vessels for their masters. (4)

No more than three of the bar pilots can be in partnership, and the river pilots cannot be in partnership. (4)

A Cape Fear river pilot forfeits his branch by bringing a vessel past the quarantine ground, without the certificate of the health officer. (5)

Also, if he permit ballast to be discharged in the river without informing the commissioners within ten days. (1)

If a slave be permitted to board a vessel for the purpose of piloting her over any bar or in or out of an inlet, unaccompanied by a pilot, his owner forfeits the value of the slave. (6)

The commissioners of pilotage for Cape Fear river have authority in all matters concerning the navigation of that river from Negro island downward, and out of all the inlets, and the commissioners at Wilmington decide all disputes about mooring of vessels, &c. (1)

Masters give bonds not to transfer debtors or slaves out of the State, and also to pay their pilotage. (1)

Pilots who bring vessels into port over the main bar or new inlet bar of Cape Fear river are entitled to carry them out, provided they attend when the vessel is ready to go out. If not, any other branch pilot for the bar over which she departs may be employed. (5)

Pilots attending to carry a vessel from her station to any other place in the river, are entitled to 10s. per day while detained, if the wind and weather permit her removal; and pilots boarding a vessel which is blown off are entitled to 10s. per day while at sea. (1)

Pilotage for vessels over 40 tons, not belonging to North Carolina, from sea to Beacon island road or Wallace's channel; if of less than 8 feet water, \$7; if between 8 and 10 feet, \$1 per foot; more than 10 feet, \$1, 50 per foot.

(1) Act of 1784.—(2) 1783.—(3) 1790.—(4) 1786.—(5) 1797.—(6) 1812.

For taking each vessel over either of the Swashes, \$2.

From the Swash Straddle to Newbern or Washington, \$1 50 per foot; to Edenton, \$15; to Camden, \$12 50. The same fees down and out. (7)

The commissioners have authority to make a distinction between bar pilots who use deck boats and those who do not, by allowing the former more. (8)

SOUTH CAROLINA PILOTS.—The city council of Charleston elect annually seven commissioners of pilots, who examine and certify as to qualifications of pilots. The city intendant then gives a license, after administering an oath that the applicant will faithfully perform his duty and use his best endeavors to board all vessels bound to Charleston, and that he will not be in partnership with more than one pilot. He also gives a bond, with two sureties, in the sum of \$500, if of the second class, and \$1000 if of the first class, for the faithful discharge of his duty.

The commissioners have power to make the pilots renew their licenses, and to suspend or revoke them in case of misbehaviour. No pilot can absent himself from the port or hire out his boat without leave, and the commissioners cannot grant leave if there be less than three pilot boats in port. No pilot can employ a pilot whose branch has been taken away. Penalty \$100, and he may also be broke as a pilot.

Pilots standing out to sea or cruising must offer their services to the vessel nearest the bar or most in distress, under the penalty of \$50, and he may also be broke.

Vessels subject to perform quarantine the pilot must conduct to the quarantine ground, and must remain on board, unless released by the port physician. The pilot is entitled to his provisions and \$4 per day while detained, and he is liable to a fine of \$50, and to be suspended 12 months, if he disobeys the law.

The pilot who brought the vessel in has the exclusive right to pilot her out, unless he misbehaves himself when coming in.

He must, however, attend on board or substitute a pilot of the same class within 24 hours after notice in writing has been left at his place of abode by the master or harbor master, requiring him to attend. At the expiration of that time the master may employ another pilot of the same class. Pilots bearing down to vessels to the leeward of the bar and boarding vessels 10 leagues from land, are entitled to \$4 per day until they arrive in port, over and above their pilotage.

Pilots directed by the master to anchor in the roads when inward bound, and afterwards to bring the vessel up to the city, are entitled to four dollars extra.

Pilots have a right to their pilotage before they pilot a vessel out; and a pilot who has notice that the inward pilotage is unpaid, is liable therefor, if he carry her out, until all pilot charges are paid.

Any white person or free person of color is entitled to \$5 if he give instructions to a vessel outside of the bar, when requested to repair on board for the purpose, and to \$2 per day if he be requested to remain on board to bring the vessel to the bar. He cannot, however, pilot her over the bar except in case of distress, without a license, under a penalty of \$100.

Pilots of the second class incur the same penalty for bringing in a vessel drawing more than 12 feet.

(7) Act of 1805.—(8) 1796.

The master and crew may bring the vessel in without incurring such penalty; but the master is liable to pay full pilotage to the first pilot who offered his services outside of the bar and showed his license; unless the pilot be of the second class, and his vessel draws more than 12 feet water.

Outward-bound vessels must, when ready for sailing, hoist a pilot signal, i. e. a jack at the fore-topmast head.

Pilots when detained after the time appointed, except by wind and weather, are entitled to \$4 per day.

When carried to sea they are entitled to their provisions and other necessities, and to \$2 per day, until their return, unless no pilot boat appear to take off the pilot, and the vessel lie to 16 hours off the bar to discharge him.

The harbor master must keep in his office a list of the pilots of both classes, and also the pilot law, for the inspection of masters. (1)

Pilotage to or from Charleston—

For 6 feet water or under,	\$8
7 do do do	9
8 do do do	10
9 do do do	11
10 do do do	14
11 do do do	16
12 do do do	19
12½ do do do	20
13 do do do	21
13½ do do do	23
14 do do do	25
14½ do do do	29
15 do do do	31
15½ do do do	35
16 do do do	42
16½ do do do	50
17 do do do	60 (2)

GEORGIA PILOTS.—Pilots are regulated by commissioners, who have authority to determine all disputes between them and masters in relation to pilotage, and the party refusing to abide by their decision incurs a penalty of \$100. Any damage or injury sustained through the neglect or default of a pilot, exceeding \$100, the pilot is liable for.

Any person acting as a pilot without authority is liable to a fine of \$100.

A master refusing a pilot is bound to pay full pilotage to the first pilot offering. Coasting vessels, to and from Charleston, however, only pay half pilotage for refusing a pilot outside of the bar; and vessels coasting between ports of the State pay no pilotage unless they employ a pilot.

The pilotage is established, for the several ports, by the commissioners of pilotage; and if a warrant pilot ask more than his established fees, he forfeits double the amount.

Masters incur a penalty of \$100 by employing any pilot, when outward bound, except the one who brought them in, unless they have good cause.

The pilot incurs the same penalty by neglecting to attend, when notified, after the vessel is ready for sea.

Pilots bringing vessels in must see them safely moored, and also give directions for their safe riding.

Pilots belonging to one port, when required at sea, are compelled to take charge of any vessel bound into a Georgia port, and are entitled to \$2 per day while on board, besides their usual pilotage.

(1) Act August 17, 1807.

(2) July 31, 1815.

Masters must give security, if required, to pay the pilot fees.

ALABAMA.—Pilots for Mobile are licensed by the harbor master and board of wardens, consisting of five, who are appointed by the Legislature, and have power to sue for fines, &c. (1)

The harbor master has discretionary power to regulate and station, and to remove, from time to time, the vessels in the port; and a fine of \$50 is inflicted for disobedience to his directions.

A similar fine is inflicted on a pilot, for refusing to obey his order to return to his station on Mobile point.

The harbor master may appoint a deputy, and he is entitled to three cents per ton for the registered tonnage of every vessel loading, unloading, or making fast to any of the wharves in the city.

The harbor master also receives the pilotage, which is \$2 per foot, for piloting a vessel to sea, or from sea to within the bars. A pilot is also entitled to \$2 per day, while waiting for a wind. Where a vessel does not employ a pilot, half pilotage is paid. Pilots are entitled to an extra allowance for exerting themselves for the preservation of a vessel in distress, to be determined upon by the board of wardens. Persons acting as pilots, except where vessels are in distress, forfeit \$25.

The pilots are furnished with printed instructions, to be shown to masters as soon as they take charge of vessels.

The harbor master and wardens are also empowered to be present, if required, at the survey of vessels, or damaged goods, of which they give a certificate, and receive a fee of \$2, and also \$2 50 per day.

They are alone entitled to order the sale of damaged goods at auction, after advertising two days at least in the newspaper.

LOUISIANA PILOTS.—The harbor master and wardens of the port of New Orleans are authorized to make regulations for the government of pilots, and to impose fines to the extent of \$1,000, for their contravention.

Every branch pilot must keep a decked pilot boat, of not less than 30 feet keel, exclusively employed as a pilot boat, and he cannot employ any person to pilot a vessel, unless such person has been in his constant employ for six months previous. Deputy pilots cannot obtain employment with a branch pilot, unless they produce a certificate of good conduct from their last employer.

Penalty for neglect of these provisions, \$50.

A similar penalty is inflicted on any person who pilots a vessel in or out of the Mississippi, when a branch or deputy pilot offers to do so. No public house can be kept at or within three miles of the Balize, or other pilot station, without a license, and no license can be obtained without a recommendation from a majority of the pilots.

No branch pilot can leave his station, for more than three consecutive days, without the written permission of the master and wardens, under penalty of \$50, and no permission can be granted to two branch pilots at the same time.

anchors and cables found in the Mississippi must be deposited at some place designated by the master and wardens, and if not claimed within three months, and salvage paid for their recovery, they become the property of the persons finding them.

Fines and penalties are applied to the use of the

charity hospital. (1) The master and wardens are entitled to receive \$5 for every vessel arriving in port. (2)

The harbor master of New Orleans and three wardens are appointed by the Governor, with the consent of the Senate, and he gives bond for the faithful discharge of his duty, in the sum of \$2,500. He has the power of regulating the stations of vessels upon the river, within the limits of the city, and any resistance to his authority is punished by a fine of \$50.

Pilots must register their names with him, and he may order them to return to the Balize, and a refusal to return there subjects the pilots to a fine of \$50. Master pilots give bond in the sum of \$1,000, with two sureties, for the faithful performance of their duties.

Pilotage from sea to the blockhouse at the Balize, or from within the river to the eastward and southward of the bars, a distance of about three miles, is two dollars per foot, for the vessel's draught of water. At the block-house the pilots live and leave the vessel; and there outward-bound vessels take pilots, and pay the same pilotage as inward. No pilots are appointed for the river, and no regular pilotage is established. Few vessels, except foreigners, take any; it is better to be without them. The Balize pilots take vessels up the river, if desired, and have what they can agree for with the masters, if they can get it. Besides the pilotage per foot, a pilot is entitled to two dollars per day, for every day that he may be detained on board any vessel by the master, waiting for a fair wind, or otherwise. Any master of a vessel, who refuses to take a pilot when one offers, pays half pilotage: *Provided*, that nothing is payable by any vessel employed between New Orleans and any other port in this territory, for refusing to take a pilot. If any person, not duly appointed, pilot a vessel in or out of the Mississippi, when a branch or deputy pilot offers, he is fineable twenty dollars. Any pilot who is taken off to sea, through the default of the master of the vessel, is entitled to mate's wages until his return to New Orleans.

Pilots are entitled, for extra services to vessels in distress, to such allowance as shall be made by the harbor master and wardens.

The harbor master and wardens also examine vessels when required, for which they are allowed \$2 50 per day, and \$2 for a certificate, and \$1 for a duplicate.

They also examine damaged goods, which are sold under their direction, after advertising in two newspapers.

The fees are \$2 50 per day, and \$2 for a certificate.

No harbor master nor warden can be interested in a pilot boat, and they have power to make regulations for their government. These regulations are furnished to the pilots in French and English, and must be communicated by the pilot, upon boarding, to the master of the vessel. (3)

Master pilots are empowered to appoint deputy pilots, and are answerable for their negligence or misconduct. (4)

Where, upon an examination by the wardens, separate certificates are required by the different consignees, the wardens are entitled to charge fees in each case. (2)

(1) Act March 1, 1826.

(2) Feb. 17, 1821.

(3) Act March 31, 1805.

(4) June 7, 1806.

(1) Dec. 23, 1822.

WASHINGTON CITY,

THURSDAY,.....JANUARY 12, 1837.

The following promotions and appointments in the Navy and Marine Corps have been made by and with the advice and consent of the Senate:

Passed Midshipmen Timothy A. Hunt, Sylvanus W. Godon, and James S. Palmer, to be Lieutenants in the Navy, from 7th December, 1836.

Jonathan D. Miller, to be Assistant Surgeon in the Navy, from the 6th December, 1836.

A. E. Watson, 31st August, 1836; Joseph Bryan, 1st September, 1836; Samuel Forrest, 8th October, 1836—to be Pursers in the Navy.

Charles R. Broom, to be Major in the Marine Corps; James McCawley, to be Captain; Jacob Zeilin, to be First Lieutenant—from the 12th September, 1836.

Henry B. Watson, to be Second Lieutenant in the Marine Corps, from 5th October, 1836.

George W. Walker, to be Paymaster of the Marine Corps, from 7th October, 1836.

Benjamin D. Heriot, to be Navy Agent for the port of Charleston, S. C., from 4th October, 1836.

ARRIVALS AT WASHINGTON.

Jan. 9—Surgeon H. S. Hawkins, Gadsby's.

Ass't Surg'n L. C. McPhail, Mrs. Carlisle's.

PASSENGERS.

NEW ORLEANS, Dec. 23.—Per steamer Caspian, from Natchitoches, Major A. R. Thompson; Captains T. Noel, G. C. Hutter; Lieutenants J. V. Swearingen, G. Dorr, F. J. Brooke, W. Hoffman, J. Conrad, W. H. De Forest—all of the 6th infantry, U. S. A.; Surgeon C. A. Finlay, and 210 privates, destined to Florida.

PROCEEDINGS OF CONGRESS,

IN RELATION TO THE ARMY, NAVY, &C.

IN SENATE.

WEDNESDAY, Dec. 21, 1836.

The CHAIR communicated a report from the War Department, giving the information called for by the resolution of the Senate of the 14th of April last.

The bill from the House to provide payment for horses lost and property destroyed in the service of the United States, was twice read, and referred.

THURSDAY, Dec. 22.

On motion of Mr. HUBBARD,

Ordered, That so much of the President's message as relates to depredations on private property by the hostile Indians be referred to the Committee on Claims.

Mr. SWIFT, on leave, introduced a bill to provide for the moral and religious instruction of the army, which was twice read and referred.

TUESDAY, Dec. 27.

Mr. HUBBARD, from the Committee on Claims, to which had been referred the bill from the House to provide payment for horses and other property lost in the service of the United States, reported the same, with amendments, which were read.

Mr. SOUTHWARD, on leave, introduced the following bills; which were severally twice read and referred:

A bill for the relief of the heirs and legal representatives of Henry Eckford.

A bill to establish a Naval Academy.

A bill for the relief of Commodore Isaac Hull.

A bill to establish and regulate the navy ration, and for other purposes.

A bill to regulate the pay of officers of the marine corps.

A bill making an appropriation for deepening the bar and constructing a dry dock at Pensacola.

A bill authorizing the necessary examinations and surveys for the purpose of establishing a naval rendezvous at or near the southern extremity of the Territory of Florida.

HOUSE OF REPRESENTATIVES.

MONDAY, Dec. 19, 1836.

WEST POINT ACADEMY.

Mr. HANNEGAN, from the Select Committee on the West Point Academy, reported the following resolution:

Resolved, That the Select Committee appointed to investigate the affairs of the West Point Academy be authorized, by themselves or a sub-committee, to visit the Academy, for the purposes mentioned in the resolution under which they were appointed.

Mr. MASON, of Ohio, asked for the yeas and nays, but they were not ordered.

Mr. PEARCE, of Rhode Island, said he should like to hear some special reasons for the adoption of this resolution. For himself, he was not aware of any information to be obtained at West Point which could not be procured in this city, at the proper departments.

Mr. HAWES replied that, at the first meeting of the committee, they unanimously decided upon the course proposed in the resolution just offered.

Mr. PEARCE was not satisfied with the explanation, for he wished to know the causes and the reasons for recommending that course.

Mr. LANE said that, believing as he did that the institution at West Point was one of the most valuable, as well as one of the most democratic institutions in the country; and believing also, as he did, that if these gentlemen were to go, they would return to that House perfectly satisfied with its management, he did trust that the resolution would be agreed to.

Mr. JARVIS remarked that he thought they had had quite enough of travelling committees, and he hoped they would have no more of them. In order, then, not to take up more of the time of the House in a useless discussion, he moved to lay the resolution on the table.

Mr. HAWES asked for the yeas and nays, but the House refused to order them, and the motion to lay on the table prevailed by a vote of 87 to 54.

Mr. REYNOLDS, of Illinois, submitted the following:

Resolved, That a Select Committee be appointed to take into consideration the subject of establishing commercial hospitals on the western waters.

Mr. WHITTLESEY, of Ohio, inquired if this subject had not been already referred to the standing Committee on Commerce; and if they had not at this time the matter under consideration, the better course would be to send this resolution to that committee.

Mr. REYNOLDS remarked that he could scarcely expect to succeed against the motion made by his friend from Ohio, (Mr. WHITTLESEY.)

[Mr. WHITTLESEY stated, that he made no motion, but only suggested as above.]

Mr. R. said that this was a subject of great im-

portance to the majority of the people of the West, and on that consideration he moved the resolution, and hoped it would pass.

The Committee on Commerce were all taken from the Atlantic States, and of course were not as fully acquainted with the facts and necessities of the people as those who live in the West.

The Committee on Commerce, it was true, had this subject before them; but nothing was done on the subject. He hoped something would be done this session. Hospitals in proper places in the West would do great service to a very worthy class of citizens.

Mr. GILLET replied that a bill had been reported from the Committee on Commerce at the last session, embracing the object contemplated in the resolution, but had not been acted upon.

After a few words from Messrs. REYNOLDS, LANE, BRIGGS, and VINTON, on motion of the last gentleman the resolution was referred to the same committee which had the bill in charge, viz: the Committee of the Whole on the state of the Union, by a vote of 73 ayes, noes not counted.

Mr. WHITE, of Florida, submitted the following resolution; which lies over one day.

Resolved, That the Secretary of the Navy be directed to communicate to this House the report of the naval commissioners who have recently been engaged in the examination of the navy yard at Pensacola, and the report of Commodore Stewart on the same subject.

Mr. WHITE, of Florida, submitted the following resolution; which was agreed to:

Resolved, That the Committee on Roads and Canals be instructed to inquire into the expediency of giving the right of way through the public lands for the railroads proposed to be made in Florida, by the East Florida Railroad Company, the Pensacola and Perdido Railroad Company, and the Brunswick and Florida Railroad Company; and the right of way to the St. Andrews and Chipola Canal Company, to make a canal or railroad through the public lands.

Mr. BELL submitted the following resolution, which, by the rule, lies over one day:

Resolved, That the Secretary of War be requested to communicate to this House copies of all orders issued to Governors of States or Territories, or to officers in the army, authorizing a call for volunteers or militiamen, either for the protection of the southwestern frontier, for the prevention or suppression of Indian hostilities, within the last eighteen months; also, copies of all orders explanatory of, or countermanding, any original order; also, the number of such troops, which at any time or times within said period presented themselves, equipped for the service, under said calls, and the States and Territories to which they belonged; also, the number received into the public service, the dates of such reception, and the several places of rendezvous; also, the terms of service of such troops so received into the public service, and the terms during which they actually served; also, the whole number of troops, whether volunteers, militiamen, mounted dragoons, or troops belonging to the regular army, which have been employed in suppressing the hostilities of the Creek Indians within the same period of time; and also the greatest number so employed at one time.

On motion of Mr. CARR,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of establishing an armory at the falls of the Ohio river, in the State of Indiana.

On motion of Mr. HAMER,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of

establishing an arsenal as a place of depot for the public arms at Columbus, or elsewhere, in the State of Ohio.

On motion of Mr. REED,

Resolved, That the Committee on Naval Affairs be directed to inquire into the justice and expediency of making further allowance and pay to Ezekiel Jones, commander of one of the revenue cutters of the United States, for services rendered in Florida, during the past year.

WEDNESDAY, Dec. 21.

APPROPRIATION BILLS.

Mr. CAMBRELENG, from the Committee of Ways and Means, reported the following bills:

A bill making appropriations for the suppression of Indian hostilities;

A bill making appropriations for the payment of revolutionary and other pensioners of the United States, for the year 1837;

A bill making appropriations for the naval service of the United States for the year 1837;

A bill making appropriations for certain fortifications of the United States, for the year 1837;

A bill making appropriations for the support of the army for the year 1837;

A bill making appropriations for the current expenses of the Indian Department, and for carrying into effect certain Indian treaties, for the year 1837. All of which were read twice and committed.

MILITARY ACADEMY.

The House took up the motion of Mr. PEARCE, of Rhode Island, to reconsider the vote by which was laid on the table the resolution authorizing the Select Committee on the Military Academy, by themselves or a sub-committee, to visit that institution in pursuance of their investigation of its concerns.

Mr. WARD spoke briefly on the subject, when

Mr. JARVIS, in order to forestall a debate, moved that the motion to reconsider be laid on the table, which was ultimately agreed to: Yeas 86, nays 77.

THURSDAY, Dec. 22.

Mr. MAY, of Illinois, presented the petition of John Dowling, praying that an act may be passed, enabling him to receive from the War Department the amount of pay due to Lieut. Levin Gale, at the time of his death.

TUESDAY, Dec. 27.

On motion of Mr. BRIGGS, it was

Resolved, That the Committee on Invalid Pensions be instructed to inquire into the expediency of continuing to the widows and children of the officers and soldiers of the late war with Great Britain, the pensions to which their husbands and fathers were entitled.

On motion of Mr. CUSHMAN, it was

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of reviving the act granting pensions to the widows and orphan children of persons who were employed on board of private armed vessels of the United States, and who died in such employment during the late war.

Mr. CAMBRELENG submitted the following:

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of repealing all laws authorizing protections to be issued to American seamen.

Mr. C. gave as a reason for his introduction of this resolution, that the laws now in existence on the subject were not only unnecessary for the protection of our seamen, but were a heavy, odious, and entirely unnecessary charge upon that meritorious body of

men. It was cruel to require them to take out a protection at every port in the United States, and was a vexatious and odious tax upon them. The American flag was, of itself, a sufficient protection on the ocean.

Mr. PARKER objected to the resolution, as he considered protections necessary in many cases.

Mr. McKEON hoped that the gentleman from New Jersey would give up his objections. The resolution proposed an inquiry into the propriety of relieving a highly-deserving class of our citizens from an onerous tax, and ought to be adopted.

Mr. GILLET said a few words in its support, and wished its operation to be extended still farther, by instructing the committee to inquire also into the expediency of abolishing all fees imposed upon seamen.

Mr. CAMBRELENG remarked that his resolution embraced all laws on the subject; and, as he had no objection to any extension of it, he consented to the modification.

Mr. ADAMS hoped the subject would be referred to the Committee on Commerce, and be examined in all its aspects, and that they would make a report to the House on the subject. This resolution proposed to make a very important change in the system of granting protection to American seamen. He doubted whether it would be expedient to repeal all the laws on the subject. He thought American seamen ought to have some paper as a protection, and to identify them as American seamen. He doubted whether the American seamen should lose the protection of their country. Mr. A. said there might be many members who did not know what gave origin to this system of protection. The origin of it was the practice of impressment by the British Government; that practice of taking out of every vessel every person they thought proper to take. When war commenced with England, the British King issued orders to his officers to take British seamen, wherever found; and, under that order, British officers impressed and took what seamen out of our vessels they pleased; and the only check there was now to this practice was this very protection, which is now proposed to be taken away from them. It was intended as an expedient for saving American seamen from being taken away in this manner, and impressed on board of British ships of war. He hoped the resolution would pass, and that the committee would consider it a very serious matter; and if the law was to be abolished, that they would provide some protection for American seamen.

Mr. CAMBRELENG said his own impression was that the roll which every ship took out from the custom-house was a sufficient protection. On it the name, the age, and a description of every seaman, was set down, and he did not know how an American seaman could receive greater protection than this. As to seamen being discharged in foreign ports, the laws expressly declared that no seaman shall be discharged, except under certain specified provisions. He stated that his only object was to relieve American seamen from an inconvenience at present existing; and he did not think, because heretofore our ships had been boarded and seamen taken, that it became us at this day to continue this kind of protection to American seamen.

Mr. ADAMS said he did not mean to oppose the resolution, but he meant to apprise the House that this was a proposition which involved a question of peace or war, and with no less a power than Great Britain; and, when the subject went to the committee, he hoped and trusted they would consider it as a matter of very great moment. He did not consider the ship's roll a sufficient protection; he

did not believe that officers of foreign Governments would look upon ships' rolls as of any account at all. Suppose the King of Great Britain was to issue an order in council directing his officers to take British seamen, wherever found, he asked the gentleman from New York whether this roll would be any protection at all? And if they would take our seamen, what would you do? You would remonstrate, and instruct your minister to remonstrate, until you would come to war. In this way was our last war brought about; a war (however much he might abhor a war) as righteous as ever was waged in the world. He would vote to repeal any unnecessary charge upon seamen.

Mr. CUSHING did not rise to oppose the resolution, because some examination of the subject might be necessary. He knew that in some ports the charges were higher than in others, in consequence of which there was sometimes difficulty in engaging crews. But, at the same time, he did not consider that the ship's roll was a sufficient protection, as the gentleman from New York had intimated. The roll was always kept with the vessel, therefore it could be no protection to seamen, unless while on the vessel. He was in favor of having any tax taken off of the seamen which might now be imposed, or of equalizing the expenses of procuring a protection; but he did not think, with the gentleman from New York, that a protection was unnecessary. He said that, when landmen desired to go to Europe, they got a passport from the Department of State without charge, and he should be pleased to see seamen get protections on the same conditions.

Mr. C. concluded by moving to amend the resolution, so that the committee should be directed to inquire into the expediency of repealing the tax now imposed on seamen.

Mr. CAMBRELENG had rather send the whole subject to the Committee on Commerce, the law as well as the tax. He hoped it would be blotted out from the statute book, for it was a disgrace there, and there was not a single case that could arise leading to the results apprehended by the gentleman from Massachusetts.

The resolution, as modified, was then agreed to, and the House passed to the orders of the day.

On motion of Mr. CAMBRELENG, the House resolved itself into a Committee of the Whole on the state of the Union, Mr. MUELENBERG in the chair, and took up and considered the bill making an appropriation for the suppression of Indian hostilities; [the bill appropriated the further sum of 2,000,000 dollars;] which was laid aside to be reported.

DOMESTIC INTELLIGENCE.

INDIAN WAR.

Fort Mitchell,

Creek Nation, (Alabama,) Dec. 17. }

To the Editors of the Charleston Courier :

Gentlemen : On the 25th instant, two companies of the 4th U. S. artillery embarked at this post, in the steamer Metamora, for the mouth of Ouithla-cooche. The officers, with the detachment are : Captain J. M. Washington, commander ; Lieut. E. L. Jones, Lieut. R. H. Archer, Lieut. J. P. J. O'Brien, Lieut. H. H. Lockwood.

The two companies of infantry in the lower counties of Georgia, under the command of Major Dearborn, have been ordered to proceed to Fort Drane, by the most practicable route, via Savannah.

The Mobile Register, of the 1st January, contains the following paragraph :

By passengers from Pensacola, arrived here last evening in the *Champion*, we learn that the U. S. ship *St. Louis* had reached there from Tampa Bay. It is reported that she brings intelligence of the failure of General Jesup's expedition. General J. had found no Indians, and reached Tampa Bay with his troops in a destitute condition.

From the Savannah Georgian.

LATEST FROM FLORIDA.

The steam packet *Forester*, Captain Dillon, arrived yesterday from Jacksonville. From captain D. we learn that Major Childs, with a company of recruits and friendly Indians, proceeded on Monday morning last to the Indian country, to join General Jesup, from whom no information had been received since he left the Wahoo Swamp, in pursuit of the Indians.

We did not receive the Jacksonville Courier of last week, none having been published when the *Forester* departed.

From the Charleston Courier.

ST. AUGUSTINE, Dec. 29, 1836.

We have but little intelligence of importance, in relation to our Indian affairs, to lay before our readers this week. General Jesup has reached the Wahoo Swamp, and found the Indians had gone from it. It is probable that the trail which was discovered a few weeks since, leading across the St. Johns river, may have been the trail of the whole force. It is satisfactory to know that the Seminole has been obliged to leave his strong holds and seek more secure retreats; that he has been forced to abandon what he considered his impenetrable fastnesses, and impregnable fortresses; that he is convinced that the great Wahoo Swamp and the Cove of the Withlacooche no longer afford him a place of security against the invading forces of the white man.

The presumption is, that they have retreated to the everglades. This is said to be a large tract of country, inundated, and interspersed with knolls or islands, and the intervals filled with long saw grasses. This portion of country has never been explored, and but little is known of it, except in the immediate vicinity of the sea coast. It extends from Cape Florida to Cape Sable, the southern extremity of the peninsula. Col. Wyatt, in the year 1831, if we recollect aright, explored a portion of the everglades, and his report was published at the time in the papers of the day.

He describes the portion which he explored, as being subject to inundations periodically, and in the summer season. He described the soil as firm and solid. We speak from recollection, not having the document, we cannot refer to it.

If the everglades are as bad as what they have been represented, no Indians can live there for any length of time; if of a different nature, they are no more secure than in the Wahoo Swamp. The energy and perseverance of our troops will soon rout them, even from that strong hold.

We have been politely favored with the following extract of a letter, from an officer of the army to his friend in this city.

Extract of a letter from an officer of the army, dated

GAREY'S FERRY, Dec. 28.

"An express arrived here last night from the army. Gen. Jesup had gone, with his original force and the Tennesseans, to Tampa, where the latter will be discharged, leaving our battalion of regulars and the friendly Indians at Dade's massacre ground, constructing a depot. He is to return thither,

whence he is to commence excursions south. The trails of the breaking up of the Wahoo Swamp, (which it seems was made too hot for them,) all wended South.

"Brevt. Maj. Childs leaves here in a few days for Fort Drane, with 120 infantry recruits, and the friendly Indians who have resuscitated here. The dragoons, and captain Mellan's company, are daily expected here from Old Point."

An expedition under command of Col. Sancez, consisting of a portion of Captain Hanson's, Curry's, and Freymuth's mounted companies, and a number of volunteers, have marched for the south. They will proceed to Tomoka, and probably to Mosquito. They will be absent several days.

This is the first movement that has been made towards that quarter, since April last. No white man has been at that place since the South Carolina militia left it.

As every thing that relates to the military operations in Florida may be considered interesting, the following extracts from letters received at the War Department yesterday, from General Jesup, have been handed to us for publication. We insert them for the information of our readers.—*Globe*, Jan. 7.

Extracts from letters from Gen. Jesup, dated

"HEAD QUARTERS, ARMY OF THE SOUTH,
Camp Dade, Dec. 17, 1836.

"The army under my command, consisting of the Tennessee brigade and Alabama battalion, with about three hundred regular troops, and five hundred Indian warriors, arrived in this vicinity last night. To-day I have had the Wahoo Swamp completely examined; not an Indian is to be found, and the friendly warriors are of opinion that they have all gone south. From the appearance of their trails they are supposed to have retreated soon after their last battle with the troops under the command of Gov. Call."

"HEAD QUARTERS, ARMY OF THE SOUTH,
Camp Dade, Florida, Dec. 18, 1836.

"Since I wrote to you yesterday, I have resolved, from a careful consideration of all the circumstances of the country and the army, to place a depot at this place, leave a garrison of one hundred and fifty men to defend it, and, with the remainder of the force under my command, to proceed down the Withlacooche, scouring the country on both banks, to its mouth.

"By the movement proposed, I shall be able to drive out all the Indians who may remain on or near the river; to cover the frontiers, and ascertain the practicability of pushing steamboats or other boats up to the forks.

"If boats can be brought up to that point, or within a day's march of it, the Indians must for ever abandon their settlements in the cove and the swamps of the river.

"The Tennessee volunteers will continue with me until this movement be performed, though the term of service of many of them has expired, and that of all will probably have expired before it be accomplished.

"The prisoners whom I have taken inform me that it is the purpose of Micanopy, Jumper, and Abraham, to fly before the army, and avoid a battle; they will hide themselves in the dense hammocks and swamps of the everglades. Ocoola has declared his intention to maintain himself as long as possible on the Withlacooche, and then fly to the south; but the prisoners say he will never surrender."

NEW ORLEANS, December 24, 1836.

To the Editor of the Bulletin:

Sir: A duty long incumbent upon me I now attempt to perform, and request that you will publish in your valuable paper a few lines concerning an officer to whom too much praise cannot be given, and to whom I take pride and pleasure in extending my gratitude and thanks for his kind treatment towards me.

On the 18th July last, while I was on military duty 17 miles from Fort Brook, Tampa Bay, East Florida, with a small party, the savages around surprised us.

I had been sick, and was still weak, and was an easy prey to their Indian brutality. I was scalped by them, and four wounds were put through my body; one of the knives having been wrenched around while in me—two of the knives perforated my lungs. In this situation, *apparently lifeless*, I was carried to the hospital. The opinion of all around was, that I could not possibly recover; but even under all these circumstances and opinions, Doctor LEE, Assistant Surgeon of the U. S. army at this post, could not be daunted in his duty, his feelings of *philanthropy*, and *humanity*.

"Wherever there is life there's hope," was his motto; and he at once commenced skilfully operating upon me, and to his *skill*, *attention*, *perseverance*, and *care*, I am indebted for my now being able to convey to him, through your paper, my sincere thanks, with the hope that such *kind*, *humane*, and *affectionate treatment* as was extended towards me by Dr. Lee may be made public, and he properly appreciated by all those who admire the *skilful surgeon*, the *gentleman*, and *charitable man*—and such qualities are combined in Doctor Lee.

Respectfully, yours, &c.

J. QUINN.

From the Columbus Herald of Jan. 3.

INDIAN HOSTILITIES.—Again the hostile Creeks have broke loose, and committed depredations and murders. The plantation of Dr. Battle, on Cowaga creek, was besieged by a party of Indians, five or more in number, who fired upon and killed one white man and two negro men, at the same time burning the dwelling and out houses on the premises of Dr. B. But five Indians were seen on the occasion, but there was reason to believe that a much greater number were concealed in the swamp. It is not known whether these Indians were of those who still remained in Alabama, waiting to be emigrated, or whether they were stragglers returning from Florida. The question presents itself, why are these Indians permitted to remain in the nation? Government has undertaken to remove them, and why are they still here? Are there not funds to pay the expenses of emigration? Fifty millions in the treasury, and yet about four thousand Indians remaining in Alabama! amongst them, from five to six hundred warriors. The troops have all been removed but one little company left at Fort Mitchell, a force entirely inadequate to the defence of the country! This subject should be looked into, and these wanderers emigrated with all possible despatch.

LITTLE ROCK, (Ark.) Dec. 20.

Col. Kearny, Maj. Smith, and Capt. Boon, of the U. S. Army, have been for some days at Fort Gibson and in the West; their business is the selection of the new site, nearer to our boundary, for the station of the Government troops.

John Ross, the celebrated Indian chief, has been for several weeks past among the Western Chero-

kees, for the purpose, it is said, of getting up a delegation from them, to join the delegations from Georgia, to proceed to Washington city, for the purpose of inducing the Government to renounce Schermerhorn's treaty, to which, it is averred, they never gave their consent.

Tuck-e-batch-i-had-jo, with his body of Creeks, two or three thousand strong, has stopped above Potts's, it is said, and will go no farther until it suits him. He says he is west of the Mississippi, and there is no power to compel him to proceed.—*Gazette*.

NEW ORLEANS, Dec. 29, 1836.

We have noticed with great pleasure the acts of courtesy and hospitality extended by our citizens to the officers of the French brig *Gazelle*, now lying in our port.

Her arrival among us was received with marked demonstrations of pleasure, and the interchange of civilities which from time to time has taken place among her officers and the citizens cannot fail of producing the most happy results.

A sumptuous dinner was given them on Tuesday last at Davis's Rooms, on Orleans street, attended by a large and respectable portion of citizens, who, mingling in the full flow of generous feeling excited by the occasion, gave a most cordial greeting to their respected guests. Among the number of invited guests we recognised the French consul, Commandant Rousseau, Gen. Plauche, the Secretary of State, and others. The company retired from the table at an early hour, after drinking many patriotic toasts, and in the course of the evening visited the different theatres, French and American, which were thrown open by their courteous and liberal proprietors.—*Bulletin*.

DEATH OF BLACK HAWK.—The *Galena* (Illinois) *Gazette*, of the 17th December last, gives the following account of the death of this noted chief: "Black Hawk, the celebrated, who filled so much the attention of the reader three or four years since, as the leader of the hostile Sacs and Foxes, in our last frontier war, has at last paid the debt of nature. He was drowned, we are informed, in returning from the treaty lately held at Rock island, while in the act of crossing the Iowa in his canoe."

THE EXPLORING EXPEDITION.—Many of the appointments for the South Sea exploring expedition have been already made by the Secretary of the Navy, although none have as yet been officially announced. Among others, we understand that several gentlemen of this city have been notified by the Department that they are attached to the scientific corps of the expedition. They are Dr. Reynell Coates, Mr. Titian Peale, and Dr. Pickering, as naturalists; and Messrs. Drayton and Darley, as artists.

These are all excellent appointments. They do credit to the judgment of the officer by whom they were made, and will render valuable aid to the cause of science. The gentlemen selected as naturalists are thoroughly conversant with the duties which devolve upon them, being scientific men, and having devoted much attention to the study of natural history. Messrs. Darley and Drayton are both accomplished artists, and are well calculated to further the views for which, in part, the expedition is sent out. As a zoological draughtsman, Mr. Drayton has no superior in the country, and he has in other respects precisely that tact and skill which will make him invaluable to the scientific corps.—*Pennsylvanian*.